Ridership

		Total Boardings by Mode										
Mode	Mar-13	Mar-14	% Δ	YTD-13	YTD-14	% Δ						
ST Express	1,341,992	1,427,997	6.4%	3,918,971	4,160,901	6.2%						
Sounder	238,832	251,786	5.4%	710,057	759,942	7.0%						
Tacoma Link	87,747	78,459	-10.6%	259,303	237,694	-8.3%						
Central Link	733,058	824,711	12.5%	2,040,578	2,351,389	15.2%						
Paratransit	5,311	4,809	-9.5%	15,432	14,255	-7.6%						
System Total	2,406,940	2,587,762	7.5%	6,944,341	7,524,181	8.3%						

ST Express and System Total ridership includes Downtown Seattle (formerly Ride Free Area) ridership as of October 2012.

March 2013:	21 Weekdays	5 Saturdays	5 Sundays
March 2014:	21 Weekdays	5 Saturdays	5 Sundays

Total Sound Transit ridership increased by 7.5% in March 2014, and 8.3% for YTD. All modes experienced growth, except Tacoma Link and Paratransit.

ST Express boardings were up 6.4% compared to March 2013, and 6.2% compared to YTD 2013.

Sounder boardings were up 5.4% in March, but additional growth was hampered by fewer weekend event trains and slide-related disruptions on the North Line. Buses substituted for North Line trains during cancellations, with boardings assigned to ST Express.

Central Link continued to see strong growth, with a 12.5% increase compared to March 2013, and a 15.2% increase for YTD 2014.

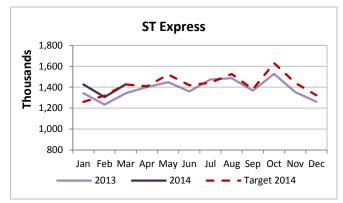
Tacoma Link continued to suffer from fewer special events and the loss of a major downtown employer. Total ridership was down 10.6% compared to March 2013; and average weekday boardings were down 10.2%.

			Aver	age Daily Bo	pardings								
Mode	١	Weekday		;	Saturday		Sunday						
Mode	Mar-13 Mar-1		% Δ	Mar-13	Mar-14	% Δ	Mar-13	Mar-14	% Δ				
ST Express	54,640	59,416	8.7%	19,903	21,459	7.8%	15,321	14,595	-4.7%				
Sounder	11,305	11,843	4.8%	-	1,541	N/A	-	-	N/A				
Tacoma Link	3,512	3,154	-10.2%	2,107	1,793	-14.9%	691	654	-5.4%				
Central Link	26,485	29,919	13.0%	20,771	22,365	7.7%	14,603	16,917	15.8%				
Paratransit	171	155	-9.4%	171	155	-9.4%	171	155	-9.4%				
System Total	97,212	104,486	7.5%										

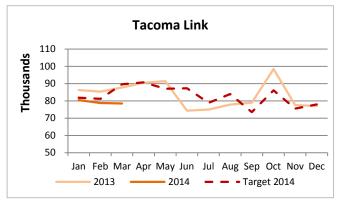
Average daily boardings increased by an overall 7.5% compared to March 2013. ST Express averaged almost 60,000 weekday boardings, an 8.7% increase compared to March 2013. Sounder weekday boardings increased by nearly 5% compared to 2013; and Central Link averaged almost 30,000 boardings per weekday, an increase of 13% compared to March 2013.

Please refer to Page 2 to view ridership trends by mode.

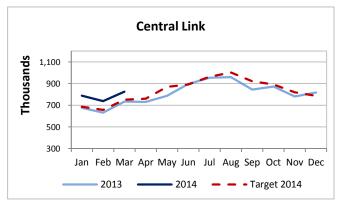
Monthly Ridership Trends by Mode



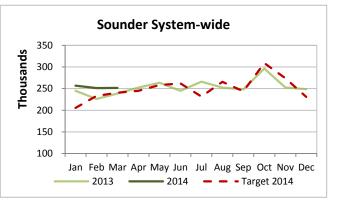
ST Express ridership increased by 6% in March and for the year to date. Routes connecting Seattle with the Eastside and Pierce County experienced the most growth.



Tacoma Link ridership has been decreasing since late 2012, mostly due to the relocation of several large downtown Tacoma businesses.



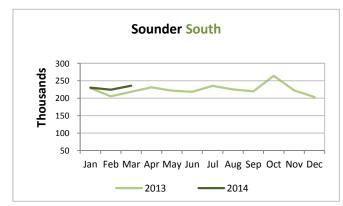
Link ridership continued to grow, carrying 12.5% more riders this year compared to March 2013. Growth was especially strong on weekdays, with an increase of 13% compared to 2013.



Despite mudslide activity, Sounder system-wide ridership increased by about 5% compared to March 2013 and also exceeded the annual ridership target.

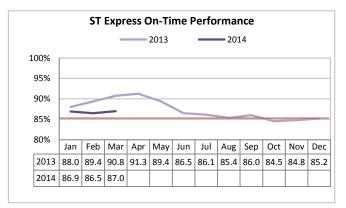


Sounder North ridership suffered dramatically in March, due to 61 mud slide-related service annulments and fewer event trains.

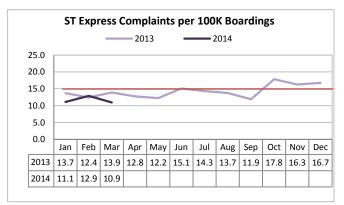


Sounder South ridership grew by about 5% compared to March 2013, which is likely a result of a new round trip that was added in Q4 2013.

ST Express

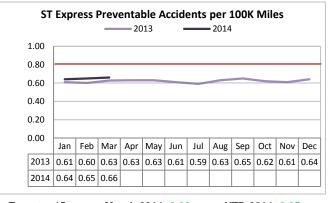


Target: 85%March 2014: 87.0%YTD 2014: 86.8%OTP decreased slightly from 2013 to 2014, but met the January
target of 85%.



Target: <15 March 2014: 10.9 YTD 2014: 11.6

ST Express received 10.9 complaints per 100K boardings in March, a 22% improvement compared to March 2013.



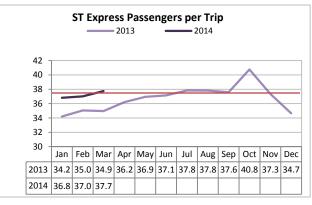
Target: <15 March 2014: 0.66 YTD 2014: 0.65

Preventable accidents per 100,000 miles is calculated based on the number of accidents in the prior 12-month period, and is slightly higher than where we were a year ago.

ST Express Farebox Recovery

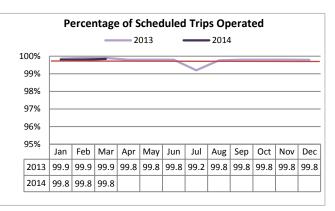
Target: 27.4% March 2014: 29.1% YTD 2014: 29.8%

Farebox recovery decreased slightly compared to March 2013, but ST Express continually performs above the target of 27.4%.



Target: 37.6 March 2014: 37.7 YTD 2014: 37.2

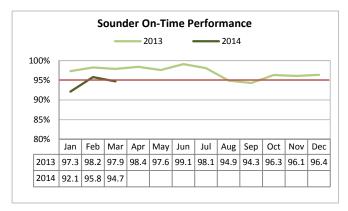
ST Express performed slightly above target in March, carrying nearly three more passengers per trip for an improvement of 10% compared to March 2013.



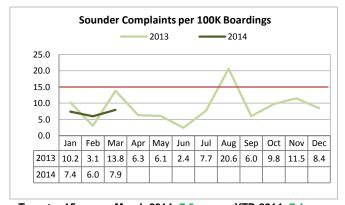
Target: 99.8% March 2014: 99.8% YTD 2014: 99.8%

ST Express met the target of 99.8% of scheduled trips operated for March 2014 and YTD 2014.

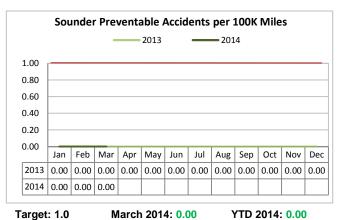
Sounder Commuter Rail



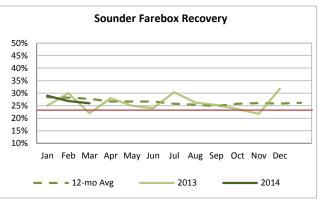
Target:95%March 2014:94.7%YTD 2014:94.2%Sounder OTP was impacted by construction at Tukwila Station,
heavy freight traffic, mechanical issues, and mud slides.



Target: <15</th>March 2014: 7.9YTD 2014: 7.1Sounder complaints per 100K boardings improved by 42%
compared to March 2013, and 24% for year to date.

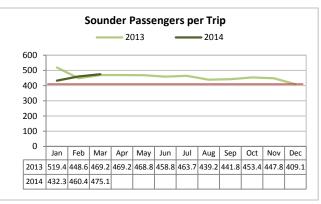


Sounder has not experienced a preventable accident since service was launched.



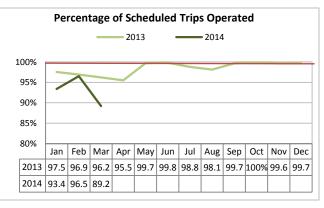
Target: 23.0% March 2014: 26.0% YTD 2014: 27.1%

Farebox recovery improved 3.5% compared to March 2013 despite numerous slide-related cancellations.



Target: 410 March 2014: 475.1 YTD 2014: 455.1

Sounder passengers per trip was virtually the same compared to March 2013, despite operating 21 more trips in March 2014.

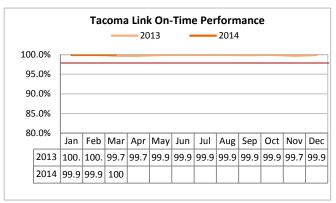


Target: 99.5% March 2014: 89.2%

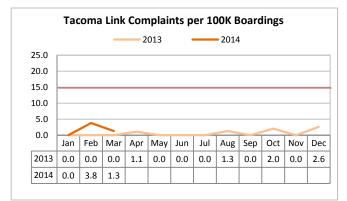
YTD 2014: 93.0%

Sounder did not meet the target for percentage of scheduled trips operated, due to multiple slides along the North Line, and some mechanical issues which resulted in a total of 64 annulled trips.

Tacoma Link



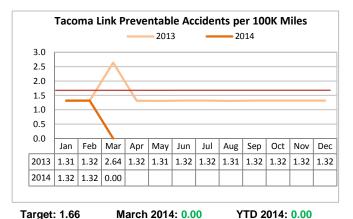
Target: 98.5%March 2014: 100%YTD 2014: 99.3%Tacoma Link achieved 100% OTP for the first time since
February 2013, but consistently performs above the 98.5%
target.



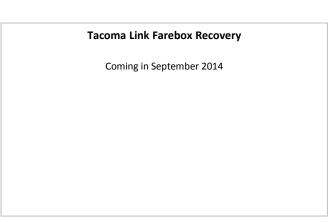
Target: <15 M

March 2014: 1.3 YTD 2013: 1.7

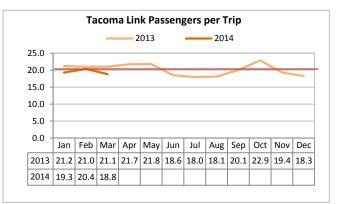
Tacoma Link received one complaint in March, and is well below the target for March and year to date 2014.



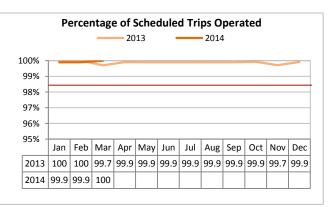
Tacoma Link has not experienced any preventable accidents within the past 12-month period.



Tacoma Link is currently fare free. However, the Board has authorized the implementation of a fare with the September 2014 service change.



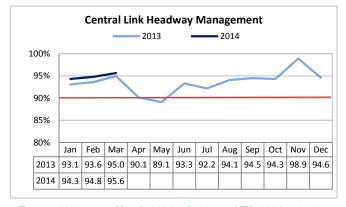
Target: 20.2March 2014: 18.8YTD 2014: 19.5Much like ridership, Tacoma Link passengers per trip has also
declined as some of the larger downtown businesses relocated to
King County.



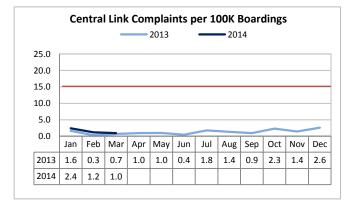
Target: 98.5% March 2014: 100% YTD 2014: 100%

Tacoma Link operated 100% of its scheduled trips for the first time since February 2013.

Central Link

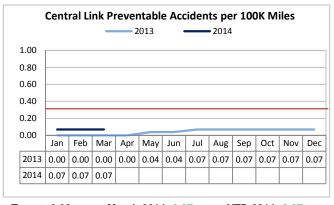


Target: 90%March 2014: 95.6%YTD 2014: 94.9%Headway performance improved by 0.6% compared to March2013, and by 1.0% compared to YTD 2013.



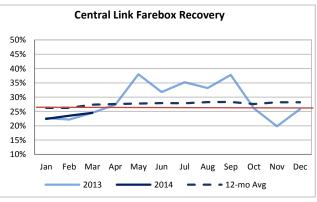
Target: <15</th>March 2014: 1.0YTD 2014: 1.5Complaints per 100,000 riders increased slightly compared to

February 2013, due to delays, vehicle noise, and operator comments.



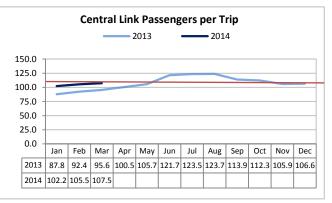
Target: 0.30 March 2014: 0.07 YTD 2014: 0.07

Link has not experienced any preventable accidents since July 2013 and is holding steady at 0.07 preventable accidents per 100K miles for the past 12-month period.



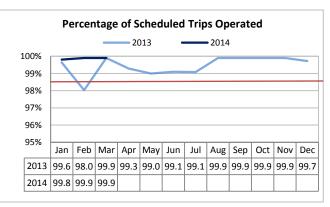
Target: 25.8% March 2014: 24.5% YTD 2014: 23.4%

Farebox recovery improved by 0.3% compared to Q1 2013, but fell shy of the 2014 target. Like prior years, we expect to see improvement as we move into summer.



Target: 110 March 2014: 107.5 YTD 2014: 105.0

Central Link did not meet the target for passengers per trip due to its seasonal ridership pattern, but carried about 14% more riders per trip than the same period of 2013.

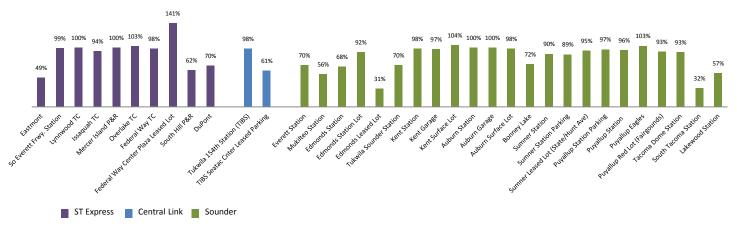


Target: 98.5% March 2014: 99.9% YTD 2014: 99.9%

Link consistently performs above the targeted percentage of trips operated.

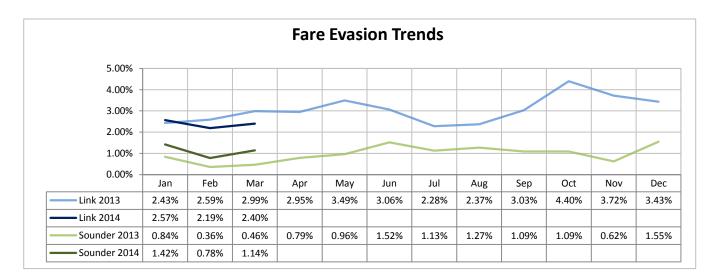
General Transit

Sound Transit Parking Utilization March 2014



Parking continues to be at or near capacity at many of our parking facilities. The Federal Way Center Plaza Leased Lot, at 141%, includes vehicles that are parked in close proximity to, but outside of our designated parking area. These vehicles were not present until after we leased the lot, so we account for them as transit users.

April 30 marks the end of the first half of the parking permit pilot. We are currently processing renewal applications. Any permits that are not renewed will expire on April 30. Those who wish to renew and qualify will receive a sticker to place on their permit, extending it to the pilot ending date of July 31. We will continue accepting applications for new permits through mid-May, or until all permits have been issued.



Fare Evasion decreased slightly on Central Link compared to March 2013 and YTD 2013; while Sounder experienced a slight increase compared to the previous year. Increased fare inspections seem to have positively impacted the fare evasion rate on Central Link, and we are hoping to see a similar response on Sounder, as well. We are continuing to work closely with the private contractor to effectively balance inspections and staffing.

	Na																														
	Estebor Second's Miles (Solitions to Notifie's Miles (Solitions to Notifie's Miles (Solitions) Miles (So		N/A	N/A	N/A	N/A										N/A		26%	22%	24%	25%										23%
	Wiles (Kolling De		_						-																				-	_	
	20000000000000000000000000000000000000		<1.66	1.32	1.32	0.00										0.00		<.30	0.07	0.07	0.07										0.07
	19d stuller		_	0	0	0										0			0	0	0									_	0
	Coulder: Couldelus Received		<15.0	0.0	3.8	1.3										1.7		<15.0	2.4	1.2	1.0										1.5
	Construction of the second sec			0	e	1										4			19	6	8									_	36
	54889UE		20.2	19.3	20.4	18.8										19.5		110	102.2	105.5	107.5										105.0
	e seinin c	2	53	34	6	59										694		000	557	121	711										,389
	E BORNER LE CALLER COLORIDOR	Lin	993,353	80,434	78,801	78,459										237,694	Link	10,000,000	788,557	738,121	824,711										2,351,389
et	r equeurs	Facoma Linl	N/A	N/A	N/A	N/A										N/A	Central Link	%00.06	94.3%	94.8%	95.6%										94.9%
he	r earler anit rad	Tac	>98.5%	99.9%	99.9%	100%										99.93%	Cer	%0.06	93.9%	90.4%	91.6%										92.0%
a S																		-	-			_							_	-	_
Dat	Le Contre led on tr		66.7%	100%	88.1%	86.0%										61%		86.0%	91.7%	91.8%	93.1%										92.2%
ce	Elect Visiles and a first and		>00.0%	100%	100%	100%										100%		>90.0%	99.5%	98.3%	99.3%										99.1%
an	Opeque (98.5%	99.9%	99.9%	100%										99.93%		98.5%	99.8%	99.9%	99.9%										99.9%
Drm	610 90691990 60 69 1091 1091 1091 1091 1091 1091 1091 10		8		66													_												_	
erfo	Bullhoden		49,100	4,170	3,871	4,164										12,205		90,500	7,716	6,999	7,672										22,387
L P	Month End Rei Month End Reporting		Targets	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	ΥТD		Targets	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
la	, and the second		· · ·															· ·													-
S	1 1 1 1 1 1 1 1 1 1 1 1 1 1		27%	%0	1%	9%										%0%		23%	%6	%2	6%										7%
Moc	Wiles (Polits per		0 27%	4 30%	5 31%	6 29%									_	6 30%		0 23%	0 29%	0 27%	0 26%										0 27%
hly Moc	String Reality por		<.80 27%	0.64 30%	0.65 31%	0.66 29%										0.66 30%		<1.00 23%	0.00 29%	0.00 27%	0.00 26%										0.00 27%
onthly Moc	String Reality por		<.80	8 0.64	7 0.65	11 0.66										26 0.66		<1.00												1	Traction Doutor DV Tract
Monthly Modal Performance Data Sheet	1000 0000 0000 0000 0000 0000 0000 000			0.64	0.65	0.66										99.0		-	0.00	0.00	0.00										7.1 0 0.00 27%
	Logitation for the second seco		<.80	8 0.64	7 0.65	11 0.66										26 0.66		<1.00	0.00	0.00	0 0.00										54 7.1 0 0.00 27%
2014 Monthly Moc	Logitation for the second seco		<15.0 <.80	159 11.1 8 0.64	168 12.9 7 0.65	156 10.9 11 0.66										483 111.6 26 0.66		<15.0 <1.00	19 7.4 0 0.00	15 6.0 0 0.00	20 7.9 0 0.00										55.1 54 7.1 0 0.00 27% Mic include Signals Traction Bound 1 BV Trac
	Logitation of the second secon		37.6 <15.0 <80	36.8 159 11.1 8 0.64	37.0 168 12.9 7 0.65	37.7 156 10.9 11 0.66										37.2 483 11.6 26 0.66		409.0 <15.0 <1.00	432.3 19 7.4 0 0.00	460.4 15 6.0 0 0.00	475.1 20 7.9 0 0.00										Lick PMAD include Signals Transion Pound 1 PV Trans
	Land and the set of th	ress	37.6 <15.0 <80	36.8 159 11.1 8 0.64	37.0 168 12.9 7 0.65	37.7 156 10.9 11 0.66										37.2 483 11.6 26 0.66	under	409.0 <15.0 <1.00	432.3 19 7.4 0 0.00	460.4 15 6.0 0 0.00	475.1 20 7.9 0 0.00										759,942 455.1 54 7.1 0 0.00 27%
	Land and the set of th	ress	17,100,000 37.6 <15.0 <.80	1,426,928 36.8 159 11.1 8 0.64	1,305,976 37.0 168 12.9 7 0.65	1,427,997 37.7 156 10.9 11 0.66										7 4,160,901 57.2 483 11.6 26 0.66	Sounder	3,000,000 409.0 <15.0 <1.00	256,775 432.3 19 7.4 0 0.00	251,381 460.4 15 6.0 0 0.00	251,786 475.1 20 7.9 0 0.00										% 759,942 455.1 54 7.1 0 0.00 27%
	Wite <td< th=""><th>ST Express</th><th>37.6 <15.0 <80</th><th>86.9% 1,426,928 36.8 159 11.1 8 0.64</th><th>86.5% 1,305,976 37.0 168 12.9 7 0.65</th><th>87.0% 1,427,997 37.7 156 10.9 11 0.66</th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th>86.8% 74,160,901 37.2 483 11.6 26 0.66</th><th>Sounder</th><th>409.0 <15.0 <1.00</th><th>92.1% 256,775 432.3 19 7.4 0 0.00</th><th>95.8% 251,381 460.4 15 6.0 0 0.00</th><th>94.7% 251,786 475.1 20 7.9 0 0.00</th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th>94.2% 759.942 455.1 54 7.1 0 0.00 27% connections Central Link DMMs include Stands Transition Douter I DV Trans</th></td<>	ST Express	37.6 <15.0 <80	86.9% 1,426,928 36.8 159 11.1 8 0.64	86.5% 1,305,976 37.0 168 12.9 7 0.65	87.0% 1,427,997 37.7 156 10.9 11 0.66										86.8% 74,160,901 37.2 483 11.6 26 0.66	Sounder	409.0 <15.0 <1.00	92.1% 256,775 432.3 19 7.4 0 0.00	95.8% 251,381 460.4 15 6.0 0 0.00	94.7% 251,786 475.1 20 7.9 0 0.00										94.2% 759.942 455.1 54 7.1 0 0.00 27% connections Central Link DMMs include Stands Transition Douter I DV Trans
	Wite <td< th=""><th>ST Express</th><th>17,100,000 37.6 <15.0 <.80</th><th>1,426,928 36.8 159 11.1 8 0.64</th><th>1,305,976 37.0 168 12.9 7 0.65</th><th>1,427,997 37.7 156 10.9 11 0.66</th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th>7 4,160,901 57.2 483 11.6 26 0.66</th><th>Sounder</th><th>3,000,000 409.0 <15.0 <1.00</th><th>92.1% 256,775 432.3 19 7.4 0 0.00</th><th>95.8% 251,381 460.4 15 6.0 0 0.00</th><th>251,786 475.1 20 7.9 0 0.00</th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th>86.7% 94.2% 759,942 455.1 54 7.1 0 0.00 27% </th></td<>	ST Express	17,100,000 37.6 <15.0 <.80	1,426,928 36.8 159 11.1 8 0.64	1,305,976 37.0 168 12.9 7 0.65	1,427,997 37.7 156 10.9 11 0.66										7 4,160,901 57.2 483 11.6 26 0.66	Sounder	3,000,000 409.0 <15.0 <1.00	92.1% 256,775 432.3 19 7.4 0 0.00	95.8% 251,381 460.4 15 6.0 0 0.00	251,786 475.1 20 7.9 0 0.00										86.7% 94.2% 759,942 455.1 54 7.1 0 0.00 27%
	I The Contract of the Contract	ST Express	80% >85.0% 17,100,000 37.6 <15.0 <80	97.1% 86.9% 1,426,928 36.8 159 11.1 8 0.64	96.7% 86.5% 1,305,976 37.0 168 12.9 7 0.65	96.5% 87.0% 1,427,997 37.7 156 10.9 11 0.66										[96.8% 86.8% [4,160,901 [37.2 483 [11.6 26 0.66	Sounder	82.0% >95.0% 3,000,000 409.0 <15.0 <1.00	85.9% 92.1% 256,775 432.3 19 7.4 0 0.00	87.4% 95.8% 251,381 460.4 15 6.0 0 0.00	86.9% 94.7% 251,786 475.1 20 7.9 0 0.00										00% 86.7% 94.2% 759,942 455.1 54 7.1 0 0.00 27% withthe constructions Control Link DMM include Standa Transfor Device DV Trans
	Land the set of the se	ST Express	>90.0% 80% >85.0% 17,100,000 37.6 <15.0 <80	97.7% 97.1% 86.9% 1,426,928 36.8 159 11.1 8 0.64	96.2% 96.7% 86.5% 1,305,976 37.0 168 12.9 7 0.65	98.1% 96.5% 87.0% 1,427,997 37.7 156 10.9 11 0.66										97.3% 56.8% 86.8% 4,160,901 37.2 483 111.6 26 0.66	Sounder	>90.0% 82.0% >95.0% 3,000,000 409.0	100% 85.9% 92.1% 256,775 432.3 19 7.4 0 0.00	100% 87.4% 95.8% 251,381 460.4 15 6.0 0 0.00	100% 86.9% 94.7% 251,786 475.1 20 7.9 0 0.00										100% 100% 86.7% 94.2% 759,942 455.1 54 7.1 0 0.00 27% Abitalo mainetenenco inconcetione Control Univ PMMs include Standa Transion Denos LDV 7755
	Land the set of the se	ST Express	99.8% >90.0% 80% >85.0% 17,100,000 37.6 <15.0 <80	99.8% 97.7% 97.1% 86.9% 1,426,928 36.8 159 11.1 8 0.64	99.8% 96.2% 96.7% 86.5% 1,305,976 37.0 168 12.9 7 0.65	99.8% 98.1% 96.5% 87.0% 1,427,997 37.7 156 10.9 11 0.66										[99.8% 97.3% [96.8% 86.8% [4,160,901 [37.2 483 [11.6 26 0.66	Sounder	82.0% >95.0% 3,000,000 409.0 <15.0 <1.00	85.9% 92.1% 256,775 432.3 19 7.4 0 0.00	87.4% 95.8% 251,381 460.4 15 6.0 0 0.00	86.9% 94.7% 251,786 475.1 20 7.9 0 0.00										93.0% 100% 86.7% 94.2% 759.942 455.1 54 7.1 0 0.00 27% antio volticle meteriorane internetions Control Link DMMs include Standle Transfer Device LDV Trans
	الالتحديد الالتحديد المالية الماليماليماليماليماليماليماليماليماليما	ST Express	>90.0% 80% >85.0% 17,100,000 37.6 <15.0 <80	99.8% 97.7% 97.1% 86.9% 1,426,928 36.8 159 11.1 8 0.64	99.8% 96.2% 96.7% 86.5% 1,305,976 37.0 168 12.9 7 0.65	99.8% 98.1% 96.5% 87.0% 1,427,997 37.7 156 10.9 11 0.66										[99.8% 97.3% [96.8% 86.8% [4,160,901 [37.2 483 [11.6 26 0.66	Sounder	>90.0% 82.0% >95.0% 3,000,000 409.0	100% 85.9% 92.1% 256,775 432.3 19 7.4 0 0.00	96.5% 100% 87.4% 95.8% 251,381 460.4 15 6.0 0 0.00	100% 86.9% 94.7% 251,786 475.1 20 7.9 0 0.00										1,670 93.0% 100% 86.7% 94.2% 759,942 455.1 54 7.1 0 0.00 27% o conomico obieto moisteranzo increation Control I in/ DNM: indude Simple Tradion Davier LDV Trad
	Land the set of the se	ST Express	99.8% >90.0% 80% >85.0% 17,100,000 37.6 <15.0 <80	97.7% 97.1% 86.9% 1,426,928 36.8 159 11.1 8 0.64	96.2% 96.7% 86.5% 1,305,976 37.0 168 12.9 7 0.65	98.1% 96.5% 87.0% 1,427,997 37.7 156 10.9 11 0.66	Apr	May			Aug	Sep	Oct 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Nov	Dec	97.3% 56.8% 86.8% 4,160,901 37.2 483 111.6 26 0.66	Sounder	99.5% >90.0% 82.0% >95.0% 3,000,000 409.0 <15.0 <1.00	93.4% 100% 85.9% 92.1% 256,775 432.3 19 7.4 0 0.00	546 96.5% 100% 87.4% 95.8% 251,381 460.4 15 6.0 0 0.00	89.2% 100% 86.9% 94.7% 251,786 475.1 20 7.9 0 0.00	Apr	May	Jun		Aug		Oct Oct	Nov		93.0% 100% 86.7% 94.2% 759,942 455.1 54 7.1 0 0.00 0

• PMIs are preventive vehicle maintenance inspections. Central Link PMIs include Signals, Traction Power, LRV, Track, SCADA, and Fac ² Actual performance compared to the Budget standard-ST Express: >85%, Sounder: >95%, Central Link: >90%, Tacoma Link: >98.5%.

 $^{\rm 3}$ Headways are scheduled intervals between trips.

⁴ An accident in which the operating employee(s) failed to do everything reasonable to prevent the accident.

⁵ YTD Preventable accidents per 100,000 miles is based on a rolling 12-month period of data.

⁶ Farebox recovery is calculated as Farebox Revenues divided by total modal operating expenses.

Sound Transit Operations